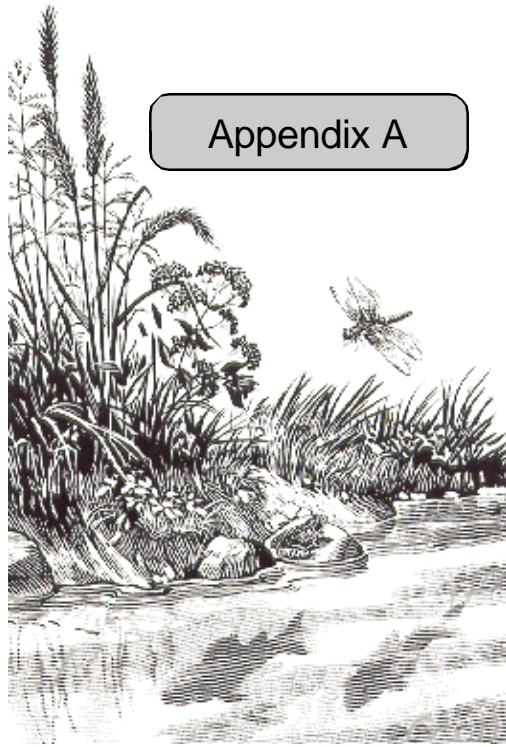

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Appendix A



Second Public Draft Comments and Responses

The Bureau of Reclamation (Reclamation) provided an individual response to each comment to the first public draft Resource Management Plan/Environmental Assessment (RMP/EA). For the second public draft, Reclamation was able to summarize the comments requiring a response or a change to the RMP/EA. Many of the approximately 340 comments received were general in nature and did not require a response or a revision to the RMP/EA. The comments requiring a response and/or a revision in the RMP/EA are summarized below.

Responses

to these comments and the location of any changes are also listed below.

Comment: The document is not clear about the Commercial Services Plan (CSP), and we are afraid that the public will not be involved in the process.

Response: As stated throughout the Resource Management Plan/Environmental Assessment public involvement process, the CSP is not part of this planning effort. However, additional language has been added to the “Concessions” section in Chapter II, Management Framework, to better explain the CSP process (i.e., the process includes public involvement and appropriate National Environmental Policy Act compliance activities).

Comment: The document is not clear about what happens to the privately owned trailers at Kim’s Marina.

Response: Other than stating the Bureau of Reclamation’s policy to remove exclusive uses, the Resource Management Plan/Environmental Assessment (RMP/EA) does not address the future status of the trailer sites within individual concession areas. The RMP/EA is programmatic and does not address specific issues such as the trailers at Kim’s Marina.

Comment: Let’s keep fees reasonable for locals and out-of-State visitors.

Response: A management action has been added to chapters IV and VI under “Recreation” stating that the Bureau of Reclamation (Reclamation) will promote the Golden Age Passport program that gives senior citizens access to Canyon Ferry Reservoir, as well as other areas managed by other Federal entities throughout the United States, for one price. A second action has been added stating that Reclamation will work with others to investigate the feasibility of establishing one user pass that is good for multiple areas managed by a variety of entities.

Comment: A full-service concession should be developed at Silos Recreation Area.

Response: Appropriate sections of the document have been reworded to indicate that a concessions operation will be located at Silos and that the Bureau of Reclamation will work with Broadwater County in the development of such a concession operation. The scope of such development will become clearer during the public involvement phase of preparing the Commercial Services Plan (CSP) for Canyon Ferry Reservoir. Also, the "Concessions" section in Chapter II, Management Framework, was expanded to explain the CSP process.

Comment: Development of a seaplane base should be considered when establishing a marina at Silos.

Response: The use of the Canyon Ferry Reservoir water surface by owners of recreational seaplanes would require a special use authorization issued by the Bureau of Reclamation (Reclamation). Reclamation cannot guarantee this use would be approved. If approved, the duration and other stipulations and conditions would be included in the use authorization document. The permit would be administered by Reclamation and not a concessionaire. This is stated in chapter V under the "Canyon Ferry Airport" section of the "Land Use" narrative. Also refer to Chapter II, Management Framework, under "Aeronautics Division, Montana Department of Transportation."

Comment: Some areas above and immediately below the dam will be closed for security purposes. If this is done, Canyon Ferry Road would have to be closed, as well as the road that is used for eagle watching. Rumor has it that you are thinking about re-routing traffic. How can this be done, and at what cost?

Response: The Bureau of Reclamation has no plans to close Canyon Ferry Road or the road(s) used for eagle watching for security reasons. The areas that are currently closed or have some use restrictions have been listed in the "Recreation" section in chapter VI.

Comment: The addition of new roads on surrounding lands should not be ruled out, including the construction of a road from White Earth to Silos.

Response: The Resource Management Plan/Environmental Assessment (RMP/EA) already states that the Bureau of Reclamation will work with other entities to improve roads on surrounding lands and lands within the study area using Transportation and Efficiency Act or other funding sources. No new roads are planned within the 10-year planning period described in the RMP because no public need has been identified; however, this would not rule out new road developments in the future if there was an identified public need and available funding. Actions, not mentioned in the RMP/EA and identified within the 10-year planning period, could be accommodated through an amendment or modification to the RMP/EA. No changes have been made to the RMP/EA to address this comment.

Comment: We would like to see a hiking/biking trail from Indian Road Campground to Silos.

Response: The Resource Management Plan/Environmental Assessment already states that the Bureau of Reclamation (Reclamation) will work with Broadwater County in developing a nonmotorized trail from Indian Road Campground to the Silos Recreation Area. This includes use by non-motorized bikes. Reclamation will also evaluate the need for a nonmotorized trail from White Earth Campground to Crittendon day-use area.

Comment: A boat ramp should be installed at Duck Creek.

Response: The preferred Resource Management Plan alternative already states that the Bureau of Reclamation will evaluate the need for developing facilities at Duck Creek. This will also include evaluating the need for a boat ramp.

Comment: By stating that the Bureau of Reclamation (Reclamation) will continue to work with the Coast Guard Auxiliary (CGAUX) implies that Reclamation has worked with them in the past.

Response: That phrase has been modified to reflect that Reclamation will support the efforts already made by the CGAUX and will cooperate with the CGAUX to improve boater safety and enhance weather monitoring.

Comment: Plan B states that the Bureau of Reclamation (Reclamation) will continue operation and maintenance (O&M) of other campgrounds at the existing level.

Response: Alternative B (preferred plan) does not state this; it is mentioned in Alternative A, which is not the plan Reclamation will implement. Reclamation will continue to provide O&M for the campgrounds at a level that is indicated by public health and safety needs as well as needs identified in the Facility Condition Assessments.

Comment: Specific upgrades or modifications to existing sites should be made (general comment from a variety of comment documents).

Response: Site-specific master planning and Facility Condition Assessments should identify specific problem areas and provide suggestions on needed upgrades and modifications to existing recreation sites around the reservoir. Also, the Working Group should identify problems and provide input as to how to resolve the problems.

Comment: We believe that the Bureau of Reclamation (Reclamation) will continue to pursue one concessionaire to manage all commercial services at Canyon Ferry Reservoir.

Response: The Resource Management Plan does not suggest that Reclamation pursue this course of action nor is it Reclamation's policy to seek a single concessionaire for a reservoir the size of Canyon Ferry.

Comment: We question the elevation of the boat ramps and usability at different elevations.

Response: The “Recreation” section of chapter V discussing this item has been modified. We have added other factors that may influence the usability of boat ramps other than water elevation. In addition, we changed the 5 feet of water required to launch a boat to a 3-foot depth. This is the minimum depth suggested to safely launch most watercraft from a trailer. Five feet was a conservative estimate of the depth needed to safely launch most watercraft. We realize smaller watercraft will be able to safely launch in 3-foot water depth on the boat ramp.

Comment: How has the Crime Witness Program been promoted?

Response: Crime Witness Program signs listing the number to call to report crimes have been posted within the study area.

Comment: I, U.S. Senator Conrad Burns, feel that the Bureau of Reclamation (Reclamation) should have a sound, thought-out plan on how to respond to the public’s need for emergency assistance.

Response: The Resource Management Plan/Environmental Assessment (RMP/EA) states that Reclamation will ensure that existing services are adequate and that proper notification and response procedures are in place; will work with the United States Coast Guard Auxiliary (CGAUX) to continue with their established warning system; and will work with the CGAUX and Montana Fish, Wildlife and Parks to develop a comprehensive plan to improve boater safety in the reservoir area. Reclamation has added a list of areas that have been dedicated to the Canyon Ferry Fire Service Area for turn-arounds, dry hydrants, access sites, and cisterns (Certificate of Survey No. 3006402, recorded September 9, 2001, in Lewis and Clark County records). In addition, Reclamation already has emergency response procedures for the dam and powerplant, but is not documented in the RMP/EA for security purposes. Also, Reclamation has agreements with local entities for fire suppression and law enforcement. The details of such agreements are not documented in the RMP/EA. Cell phones are provided to camp hosts to respond to emergency situations. Spill Prevention Plans are in place. Reclamation reports hazardous materials stored at its facilities to the Lewis and Clark County, Disaster Emergency Services, the Community Right to Know Group, and the State of Montana. The details of these agreements are not highlighted in the RMP/EA. As additional needs or issues are identified, Reclamation will take them under consideration.

Comment: Concern was expressed about the Bureau of Reclamation’s (Reclamation) lack of commitment to public safety and how it pertains to essential emergency services along East and West Shore Drives.

Response: Reclamation is concerned with public safety at Canyon Ferry Reservoir. To that end, Reclamation has provided a list of additional land dedications for addressing fire suppression needs along East and West Shore Drives (see chapter II, “Canyon Ferry Volunteer

Fire Department" for additional information). A management action has been added that states that Reclamation will work cooperatively with other road users and entities to consider new cooperative initiatives. The cooperative initiatives may provide cost-share opportunities commensurate with past Reclamation road maintenance funding to upgrade East and West Shore Drives beyond the existing condition. In addition, a management action is included in the Resource Management Plan/Environmental Assessment that states that Reclamation will seek cooperative partnerships for developing and maintaining roads, including working with county, State, and Federal Highway Departments on improving or paving roads using TEA-21 funds.

Comment: The Resource Management Plan/Environmental Assessment states that the Bureau of Reclamation (Reclamation) will continue to operate and maintain the Visitor Center. Since the Bureau of Land Management's departure, the Visitor Center has been closed.

Response: In 2002, Reclamation hired staff to operate the Canyon Ferry Visitor Center. Due to a resignation, staff has to be hired again. The Visitor Center will be open in 2003 if staff is available.

Comment: What is the schedule for the fire rehabilitation efforts?

Response: The fire rehabilitation actions will be completed in 2003. Actual recovery depends on climatic conditions. The date has been added to the Resource Management Plan/Environmental Assessment.

Comment: The Resource Management Plan/Environmental Assessment (RMP/EA) states repeatedly that the Bureau of Reclamation (Reclamation) will replace the launch ramps at Yacht Basin. Since no one from Reclamation has even discussed this topic with us, we can only conclude that Reclamation sees our input as irrelevant.

Response: After the 2000 fires, Reclamation determined the need to replace the boat ramp and identified it as a management action. At the appropriate time, and prior to design and specifications, Reclamation will contact the operators of Yacht Basin and Kim's Marinas to solicit input.

Comment: I, U.S. Senator Conrad Burns, am concerned that there may not be an avenue for the impacted concessionaires to appeal Bureau of Reclamation (Reclamation) decisions. (*Note:* the Commercial Services Plan [CSP] and the Office of Inspector General [OIG] Report of 2000 are mentioned in the comment.)

Response: The CSP, which is being prepared as a separate planning and National Environmental Policy Act (NEPA) process, will follow all procedural requirements of

Reclamation's Policy, Directives, and Standards, the Council on Environmental Quality, and NEPA regulations. While there is no formal appeals process through the CSP process, decisions can be challenged through the Regional Director, the Commissioner of Reclamation, and legal means. The OIG report you reference deals with compliance issues related to existing contracts between Reclamation and concession operators (i.e., contract language and contract compliance). Procedures for resolving contract compliance issues should be contained in the contract.

Comment: Appendix D, Visitation Calculations, is very misleading.

Response: Appendix D was an attempt to detail the various techniques used to calculate the visitation at Canyon Ferry Reservoir and the problems that have been encountered. Because the existing information is somewhat misleading, it has been deleted and replaced with visitation figures collected since 1995 by the Bureau of Reclamation (Reclamation) at the major campgrounds and group-use areas where fees were collected. Visitation figures do not include concession areas or day use. Reclamation stands by its annual estimated visitation of 259,000 for the reservoir, which is mentioned in the document. Appendix D is now Appendix E, Visitation Data, because of the addition of an appendix dealing with comments and responses.

Comment: We feel that a concession at Silos is a good idea. Will there be an opportunity to rent a boat slip; will there be security in the area; and is there going to be a break wall to protect boats? Also, will camping facilities accommodate large recreation vehicles?

Response: The Commercial Services Plan (CSP), which will be prepared in the near future, will identify the scope of concessions development that will occur at Silos. Security and the number of slips, among other things, will be addressed in the CSP. The boat ramp and channel construction are addressed in the *Final Broadwater Bay Excavation Project Final Environmental Assessment* dated August 2000. When any new campsites are planned or upgrades occur to existing sites, larger recreational vehicles will be accommodated by following the most current recreation design standards.

Comment: We support the implementation of the actions in Alternative C.

Response: Reclamation has selected Alternative B as the preferred Resource Management Plan. We feel that the full-scale recreation development proposed in Alternative C is not justified at this time and would be too costly to implement within the next 10 years. There has not been a demonstrated need or overwhelming public support to implement Alternative C at this time. Many of the actions mentioned in Alternative C will likely be addressed when the Resource Management Plan/Environmental Assessment is re-evaluated and analyzed at the end of the 10-year planning period (2013).

Comment: There should be a provision in the selected alternative that will allow a review in 5 years so that changes can be made to accommodate potential use increases or other factors not identified in this planning phase.

Response: In chapter VI under “Amendments and Modifications to the RMP/EA,” it states that the Bureau of Reclamation may revise or amend the Resource Management Plan (RMP) within the 10-year planning period. This would be done to accommodate changes in the social, economic, physical, or environmental conditions that would necessitate a change to the RMP. Needed revisions or modifications would be identified during the implementation and monitoring phases of the RMP and would likely be discussed by the Canyon Ferry Working Group before the change(s) would be considered for incorporation into the RMP.

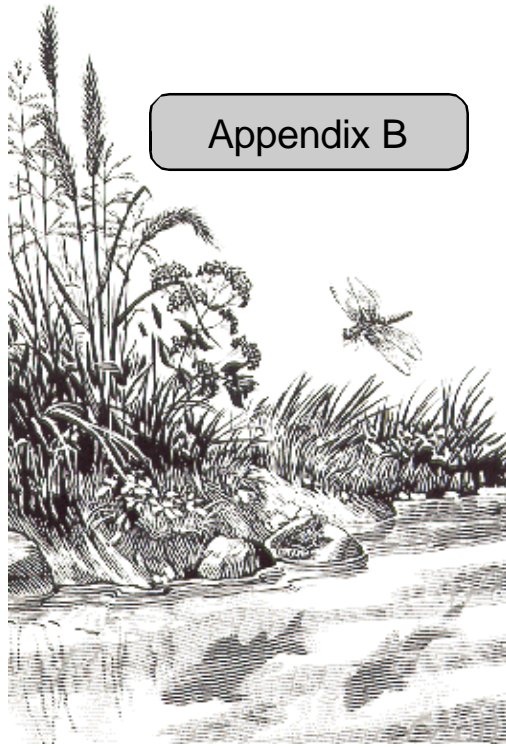
Comment: I noticed that there was nothing in the paper about a meeting in Townsend on September 19, 2002. I found no documentation from the mailing of this Resource Management Plan/Environmental Assessment (RMP/EA) that informed the public that there was a set of meetings. Adding this meeting just shows that the Bureau of Reclamation (Reclamation) has done another Reclamation thing—changed in mid-stream.

Response: The meeting that you mention was sponsored by Broadwater County to explain and gather public input on their plan to construct a boat ramp and develop other recreation opportunities at the Silos Recreation Area. Broadwater County invited Reclamation to attend and have a station to answer questions and gather comments about the Canyon Ferry RMP/EA. The comments collected about the RMP/EA at this meeting did not require a response or a change in the RMP/EA, but were considered in finalizing the RMP/EA. This meeting was not scheduled at the time the *Second Public Draft Canyon Ferry Resource Management Plan/Environmental Assessment* was released and was not included in the meetings listed in the transmittal letter for the RMP/EA. Meetings held specifically for the RMP/EA were public information meetings held May 14, 16, 21, and 23, 2002, in Bozeman, Helena, Townsend, and Butte, respectively, and formal public hearings held July 30, 2002, and August 1, 2002, in Townsend and Helena, respectively.

Comment: The Bureau of Reclamation (Reclamation) should seek volunteers to help maintain trails.

Response: A volunteer element has been added to the elements table in chapter IV, and a management action has been added to the “Recreation” section in chapter VI stating that Reclamation will seek the assistance of volunteers to maintain trails, help with litter cleanup, and assist in operating the Visitor Center.

Appendix B



History of Cabin Sites and Public Law 105-277, Title X, Canyon Ferry Reservoir, Montana Act

In 1965, 7 years after leases were first issued, the Secretary of the Interior (Secretary) called for a phaseout of all cabin site leases on Department of the Interior lands. This action precipitated a visit to Washington, DC, by a delegation of cabin site lessees from Canyon Ferry to lobby against the phaseout. An opinion released by the Interior Solicitor exempted Canyon Ferry from the policy because it was, at that time, under the control of a separate managing agency—Montana Fish, Wildlife and Parks (MFWP).

Although this calmed the controversy temporarily, it brought home to the leaseholders the fact that the investments they had made in the cabins, and the leases themselves, were vulnerable. In 1968, the Canyon Ferry Recreation Association (CFRA), a group composed primarily of lessees, asked the Montana congressional delegation to intercede on their behalf to authorize purchase of the sites. Purchase was attempted again in 1971. Each time, the response was the same. This response was summed up in a letter from Ellis L. Armstrong, then Commissioner of the Bureau of Reclamation (Reclamation):

The Bureau policy relative to existing cabin site leases at Canyon Ferry Reservoir is consistent with the policy of the Department of the Interior, which provides that where competition for specific land areas develops between cabin site use and general public recreation use, the latter will take precedence. This policy is supported by the need to assign a higher priority to public use for Federal lands as opposed to cabin site use which is essentially a private use. However, informal advice from our Regional Director's office at Billings, Montana, indicates no immediate prospect that lands presently leased for cabin site purposes at Canyon Ferry Reservoir will be needed for public use in the foreseeable future. Thus, it is not likely that any of the presently held leases will need to be terminated soon.

In 1973, the Lewis and Clark County Commission requested the sale of the cabin sites on the premise that the county would accrue taxes from the land, in turn, to provide services. The commission's request was rejected for reasons stated in the above Reclamation policy.

During the 1980s, when the Federal Government initiated its Assets Management Program, essentially a divestiture of "surplus" public lands, inquiries were again made to the Federal Government and MFWP regarding sale of cabin sites. No lands at the reservoir were recommended for sale by either agency.

In 1983, the CFRA formed a cabin site purchase committee. The committee contacted Bruce Bugbee, of the American Public Land Exchange Company, to assess the feasibility of a land trade proposal. Reclamation again expressed little interest in a trade.

In October 1984, the CFRA retained Mr. Bugbee to present a conceptual proposal to Reclamation, MFWP, the Lewis and Clark County Commission, Helena Valley Irrigation District, and the Areawide Planning Office. This proposal consisted of selling the cabin sites and having the proceeds go to a development rights purchase program in the Helena Valley. Rights would have been purchased on irrigated agricultural lands that were designated as having other important public values such as critical wildlife, open space, or environmental values. Further justification for spending the cabin site proceeds here was that lands under the federally funded irrigation system in the valley were being subdivided; this program would protect those lands and public investment in the irrigation system (Lisa Bay Consulting and Bruce A. Bugbee and Associates, 1984).

Though no formal proposal had been submitted, Reclamation and MFWP formulated a joint response. In summary, the agencies concluded that the proposed use of the money did not maintain the recreational and wildlife values at Canyon Ferry and that the sale of the cabin sites did not protect future public and project needs at the reservoir.

Specifically, it was stated that:

All acquired lands were considered necessary to meet long-term project needs and that the cabin sites were being leased for 10-year increments with the understanding that leases might not be renewed if the land was needed to fulfill authorized project purposes.

The leasing of cabin sites was considered a private, incidental use and was not intended to foreclose the option to return the lands to use by the general public at such time as use or needs of the project warranted. Further, the mitigations suggested by using the proceeds of the sales to purchase development rights did not offset the possible impacts on future water-based recreational uses that could be offered at Canyon Ferry. This would also create a situation at the sites that could result in jurisdictional and public service problems. Covenants suggested by the proposal to protect the reservoir's scenic quality in the event of a sale were considered to be a long-term enforcement problem involving possible costly litigation.

In May 1985, Mr. Bugbee submitted a formal proposal on behalf of the CFRA answering many of the concerns voiced by the agencies and offering to establish a permanent trust fund with the cabin sale proceeds. The proposal demonstrated that interest from the trust would substantially exceed the annual lease fees.

In July 1985, the agencies prepared a formal joint response to this proposal. The response reiterated the position that, once public landownership was lost through the sales, reservoir operation could be constrained, future recreational options could be foreclosed, and

jurisdictional and management difficulties could result. It was also pointed out that such a proposal would require a number of complex steps, beginning with congressional action to authorize such precedent-setting legislation. Also, cabin site owners could lose some of the benefits that they now enjoy, such as private boat docks.

[*Note:* Some of the above information was taken from a 1987 report prepared by Steven R. Clark. Lease terms and conditions have changed since 1987 and pursuant to Title X of Public Law (P.L.) 105-277.]

In 1988, MFWP substantially increased annual lease fees from \$200-\$250 to an average fee near double that. This may have prompted many leaseholders to seriously consider ownership because costs of leasing were no longer as advantageous.

The cabin site owners have argued that if the Federal Government intended to phase out the leases, it should never have allowed the level of private investment that it has. (The CFRA estimated that improvements totaled \$9 to \$12 million in 1987.) Reclamation contended that although policy had been inconsistent in the past, it had, for the last 25 years, rejected all attempts to privatize and retained 10-year increments on leases. The difficulty had been in addressing the belief on the part of some of the lessees, valid or not, that they had a vested interest in the land.

The cabin site lessees stated that they would control only 8 percent of the lakeshore. Managing agencies contended, however, that this is some of the most desirable lakeshore.

In the fall of 1990, the CFRA conducted a mailout survey to the 265 leaseholders to determine the level of interest in cabin site ownership. The vast majority of respondents were in favor of purchase. The survey solicited comments about conditions that would need to be in place for sales to occur. Certain issues surfaced during the solicitation of comments. The issues are listed below.

- R** Would public services such as road maintenance be provided by private or public entities, and how much would they cost?
- R** There are risks involved for the lessees in the event of a sale. Although exclusive sales to occupants of lands of this type have taken place, congressional authorization was necessary. The lessees stand the risk of losing their investments to the highest bidder.
- R** The cabin sites do not include beaches. Beaches are public property and would probably remain so for the purpose of maintaining the reservoir. Reclamation policy does not allow docks and other water-related facilities to be installed by private users other than lessees and concessionaires. Therefore, the lessees stand to lose some key privileges.

R Sale price would be based on fair market value. The price, financing, taxes, and any other costs would have to be favorable for some buyers to remain interested.

R Cabin sites would have to be protected in case water levels were ever raised.

Another issue concerned year-round occupation of the cabin sites. The properties were originally intended to be seasonally occupied (U.S. Department of the Interior, 1958). As they have become permanent dwellings, the area has taken on both the appearance and demands of a community, including the provision of fire protection, year-round road maintenance, and law enforcement. The CFRA has acted as a de facto council for airing "community" concerns, although there is no formal way to govern the "community," and traditional sources of public funding are not available.

In 1996, Reclamation prepared a report entitled *Canyon Ferry Cabin Site Leasing Program Historic Background*. The report provided background information on the leasing program to support future policy formulation regarding the cabin sites at Canyon Ferry Reservoir. Because of the lack of historic information, the nature of promotional activities regarding the leasing of cabin sites was difficult to assess. The report basically concluded that there was insufficient control of the leasing program, which resulted in a lack of effective administration and planning.

PUBLIC LAW 105-277, TITLE X, CANYON FERRY RESERVOIR, MONTANA ACT

The Canyon Ferry Reservoir, Montana Act, P.L. 105-277 Title X, as amended by Title IV of P.L. 106-113 and P.L. 106-377, authorizes the Secretary to sell 265 recreational cabin sites at Canyon Ferry Reservoir, Montana. Title X directs the Secretary, in consultation with the State congressional delegation and the Governor, to establish the Montana Fish and Wildlife Conservation Trust (Trust). Ninety percent of the proceeds of the sale and, after the first sale, 90 percent of future lease revenues on any unsold lots, are to be deposited into the Trust. The remaining 10 percent of the sale proceeds and lease revenues shall be applied to reduce the outstanding debt for the Pick-Sloan Project at the reservoir. The purpose of the Trust is to provide a permanent source of funding to acquire publicly accessible land and interests in land in Montana to restore fish and wildlife habitat and enhance public hunting, fishing, and recreational opportunities. Not more than 50 percent of the income from the Trust in any year shall be used outside the watershed of the Missouri River in the State, from Holter Dam upstream to the confluence of the Jefferson River, Gallatin River, and Madison River. Title X designates the following members of the Trust Board:

1. Trust Manager – To manage the trust asset and make disbursements.

2. Joint State-Federal Agency Board – To consist of one employee from Reclamation, the Forest Service, the Bureau of Land Management, the Fish and Wildlife Service, and MFWP.
3. Citizens Advisory Board – To be nominated by the Secretary and approved by the Joint Board. To be comprised of one member representing the following Montana organizations: agricultural landowners, hunters, fishermen, and a nonprofit land trust or environmental organization. One of the members shall have a demonstrated commitment to improving public access and to fish and wildlife conservation.

Also under Title X, the Broadwater County Commissioners shall establish the Canyon Ferry-Broadwater County Trust. The Broadwater Trust shall be managed by a nonprofit foundation or other independent trustee to be selected by the Commissioners. The Commissioners are also to appoint an advisory committee consisting of not fewer than 3 nor more than 5 persons. The advisory committee shall meet on a regular basis to establish priorities and make requests for the disbursements. Under Title X, funds for the Broadwater Trust are to be disbursed as follows:

1. Principal – A sum not to exceed \$500,000 may be expended from the corpus to pay for the planning and construction of a harbor at the Silos Recreation Area.
2. Interest – The balance of the Broadwater Trust shall be held, and the income shall be expended annually, for the improvement of access to the portions of the reservoir lying within Broadwater County and for the creation and improvements of new and existing recreational areas within Broadwater County.

No closing on the sale of property can take place until the CFRA and Broadwater County enter into a Contributions Agreement concerning funding of the Broadwater County Trust. The Contributions Agreement shall require that the CFRA shall ensure that \$3 million in value is deposited into the trust from one or more of the following sources:

1. Direct contributions made by the purchasers on the sale of each cabin.
2. Annual contributions made by the purchasers.
3. All other monetary contributions.
4. In-kind contributions, subject to the approval of the county.
5. A loan from the Montana Fish and Wildlife Conservation Trust to the CFRA. The CFRA and the Conservation Trust shall enter into a Recreation Trust Agreement, which will provide the terms of the loan.

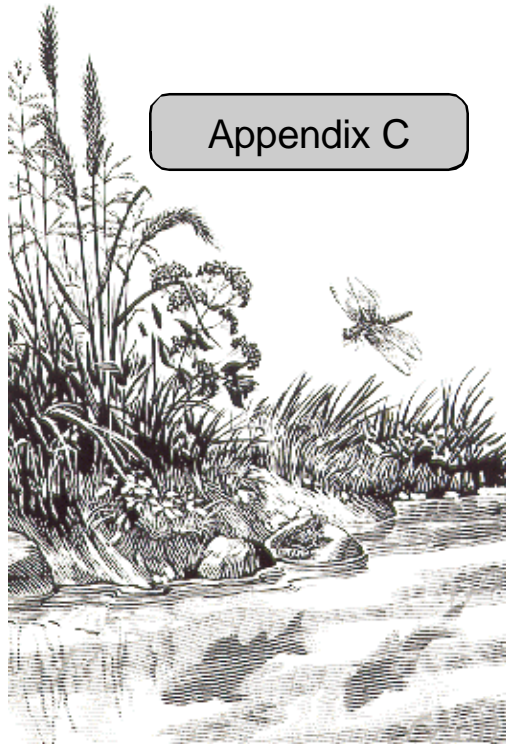
6. Assessments made against the cabin sites made under a county park district or any similar form of local government under the laws of the State of Montana.
7. Any other contribution, subject to the approval of Broadwater County.

During 1999, the Montana Area Office (MTAO) began to implement the law. The MTAO has completed the survey work necessary to conduct the sale. This work included the preparation of a certificate of survey for all the lands and all access easements as required for legal county recordation after the sale. Some additional land has been added to the lots or reserved for future septic systems. Reclamation worked with Lewis and Clark County to accommodate their rules and regulations regarding adequate space to locate drain fields. An appraisal to determine the fair market value of the lease lots is complete.

As required by Title X, Broadwater County was offered a management agreement for the Silos Recreation Area. Broadwater County chose not to take over management at that time. In 2001, Reclamation, in cooperation with Commissioners and other local individuals, worked on the design and specifications for deepening Broadwater Bay, constructing a boat ramp, parking lot, and other facilities at the Silos Recreation Area. The Commissioners, interested local individuals, and Reclamation looked at several options to providing safe harbor and low water elevation access. Excavating Broadwater Bay, developing an emergency boat ramp at Duck Creek, and enhancing access at Hole in the Wall fishing area were options selected for further analysis. The design of the excavation of Broadwater Bay, the boat ramp, and other pertinent activities were completed by Reclamation in 2001. Construction of the boat ramp is pending due to budget constraints.

Title X requires that the 265 lots first be offered for sale to the highest bidder as an entire block of land at not less than their appraised fair market value. In addition to the sale price, the purchaser is required to pay for all costs associated with the sale. This sale was held in April 2002. Since there were no qualified bids received, Reclamation was required to offer each current lessee the option to buy their cabin site at the fair market value or to continue leasing through August 2014. As of January 2003, 216 of these lots have been purchased by the current lessees. The current lease lot agreements have been renewed for 5 years, until August 2004, and will be renewed for two consecutive 5-year terms thereafter. Cabin site rental rates are based on an appraisal of the cabin sites approved and accepted in 1998 under a Settlement Agreement between Reclamation and the CFRA. The Settlement Agreement specifies that rent for the base year (1999) would be adjusted each year for the following 9 years based on the Implicit Price Deflator for the Gross Domestic Product, not to exceed 10 percent from the rent of the previous year. The Settlement Agreement provides for the rental rates through 2008. Rental rates for the remaining years, 2009 through 2014, have not yet been determined. Although it is expected that all lots will sell, if some lots are not sold by 2014, those lots are to be vacated and the lands to remain in Federal ownership.

Appendix C

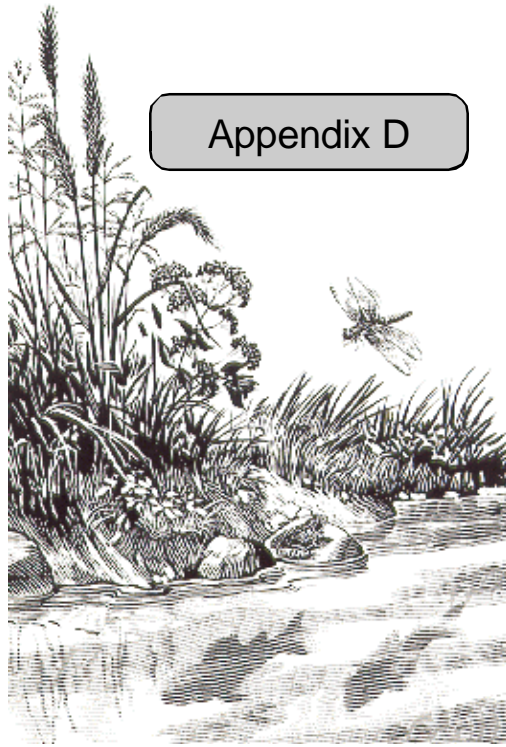


Criteria for Facility Development

- R Facilities development will be based on the most current recreation design standards dealing with campground layout, road construction, utilities, sewage systems, potable water systems landscape planting, and irrigation systems.
- R To the extent possible, facilities will be developed only at sites that have already been disturbed and sites that have been fragmented by human activity.
- R To the extent possible, the use of adjacent lands will be taken into consideration when planning for facility development.
- R Development must be subjected to public involvement and publicly supported.
- R Development will be based on public demand and carrying capacity limitations. Limitations will be determined by assessing safety, quality of the visitor experience, potential for visitor-use conflicts, and natural resource conditions such as the presence of heritage resource sites or critical habitat.
- R Development must be compatible with the goals and objectives of the Resource Management Plan and Bureau of Reclamation (Reclamation) policy and directives and standards.
- R Development will be compatible with existing uses and opportunities.
- R Developed facilities will be able to sustain anticipated use and will comply with applicable Federal, State, and local regulations, laws, and policies, including the Americans with Disabilities Act Guidelines and the Uniform Federal Accessibility Standards.
- R Developed facilities will accommodate general public use; private, exclusive use of facilities will not be allowed according to established Reclamation policy.
- R Developed facilities will be designed to complement the surrounding landscape and will use native plant species for vegetation and landscaping.
- R Vegetation on areas disturbed by construction will be restored, to the extent practicable, to its predisturbance conditions.

- R** Development and use of facilities must not create safety hazards, increase noise levels, or limit emergency access.
- R** Development will take into consideration the future cost of operation and maintenance (O&M) of new facilities (i.e., emphasis should be on low cost O&M items).
- R** Best management practices will be employed to prevent erosion and surface runoff.
- R** Development of facilities will incorporate universal design standards to the maximum extent practical.
- R** When locating facilities, every effort will be made to avoid prime farmlands and other environmentally sensitive areas.
- R** Developments should adhere to Federal, State, and local requirements concerning placement of facilities adjacent to streams and lakes (i.e., appropriate setbacks are realized).

Appendix D

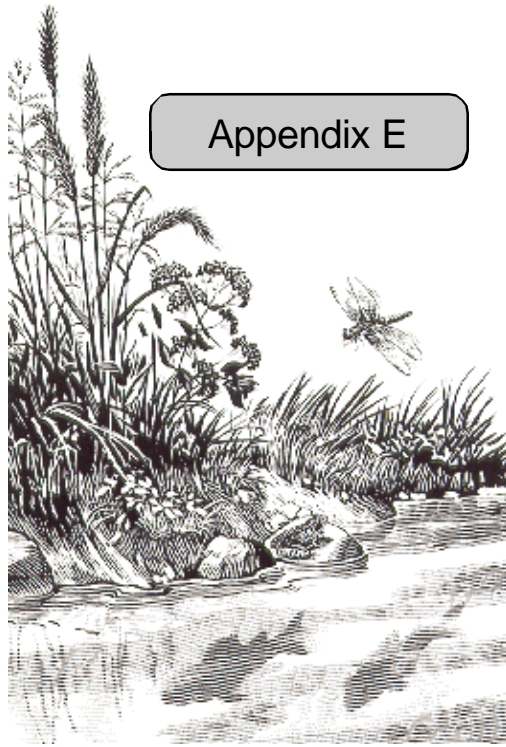


Criteria for Nonmotorized, Multiuse Trail Development

- R A comprehensive trail plan will be prepared before any construction and will detail, among other things, site locations (alignment), lengths, materials, signing needs, construction costs, and an operation and maintenance strategy.
- R Public use of the nonmotorized trails will be limited to foot traffic, equestrian users, nonmotorized bikes, cross-country skiers, and wheelchair users, when possible.
- R Construction will not proceed until all environmental and cultural resource clearances are obtained.
- R Trail alignment will be 200 feet from the lake shoreline; however, existing trails and abandoned and reclaimed off-road vehicle roads will be integrated with new trail construction as much as possible, providing old trails and roads were properly laid out and have good drainage.
- R Terrain and elevation changes should not be extreme.
- R The route should be planned for minimum maintenance, while providing maximum ecological variety (i.e., use forest edges bordering meadows, rather than crossing meadows, when possible).
- R Portions of the trail designed for access by people with disabilities will follow appropriate accessibility guidelines and standards for outdoor recreation facilities and components.
- R Location should be suitable for both winter and summer activities to the degree that visitor or management needs, terrain, and climate patterns will allow.
- R Access points to trail heads should be provided, as feasible.
- R For interpretive purposes, trails should meander to take advantage of scenic panoramas and historic, cultural, and natural resources.
- R Trails should be located to disperse visitors from fragile or heavily used areas.
- R Areas of critical or sensitive habitat should be avoided.

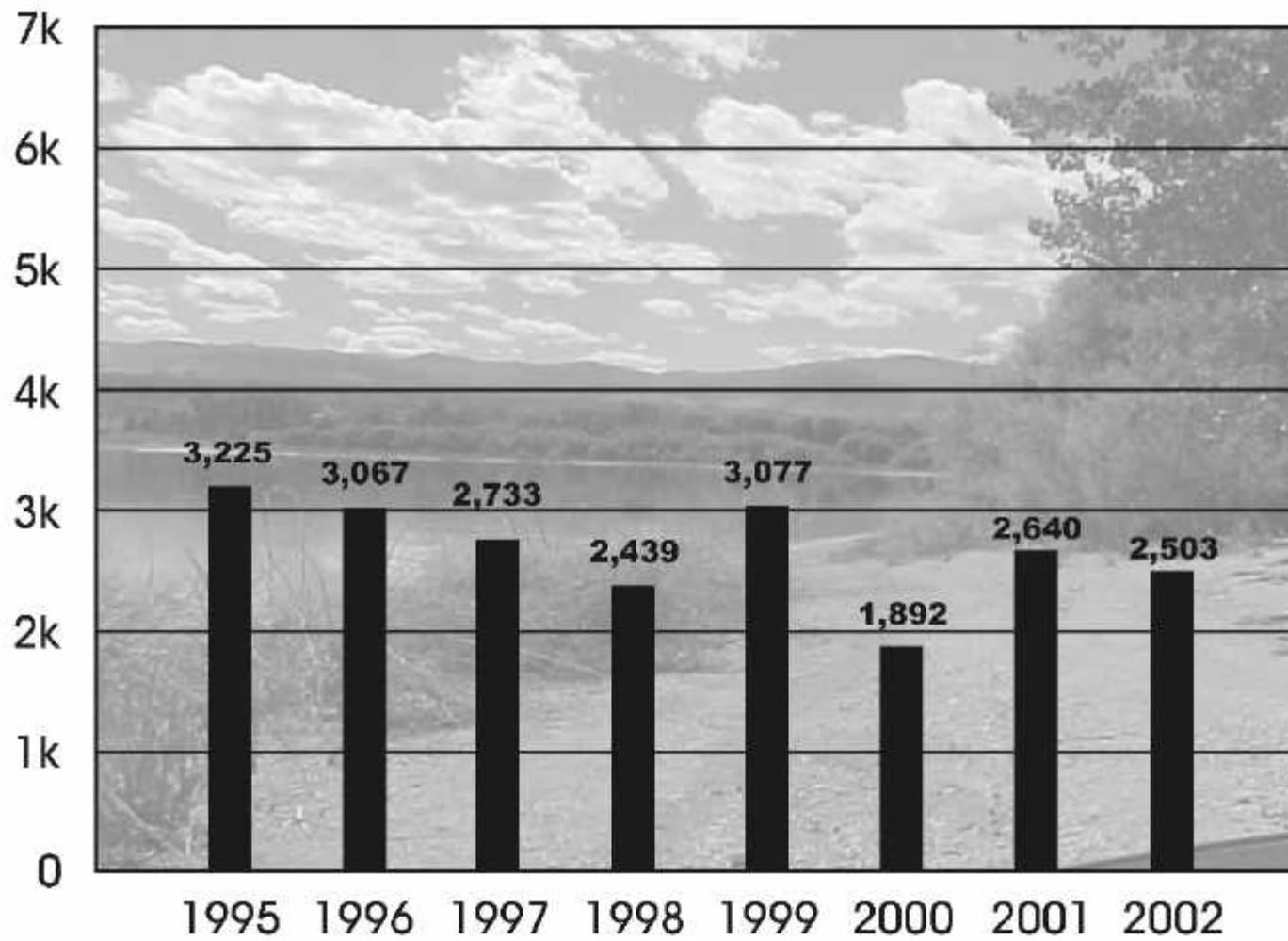
- R** Critical cultural resource sites will be avoided whenever feasible
- R** Trails should avoid areas where plants and animals may be seriously impacted.
- R** Trails should be located on stable soils. If soils are not stable, alternate material must be provided.
- R** Special attention should be given to the problems that traffic and traffic-related noise and safety could create for hikers and equestrians at road crossings.
- R** Access at varying distances along the trail should be provided so that users can choose trips of varying lengths.
- R** If equestrians frequent the trail, hitching rails should be located near trails so riders can secure their horses at trail heads, rest stops, viewing, and scenic areas. Also, trail heads should be large enough to accommodate horse trailers, and access roads should be designed to provide safe access to trail heads by vehicles handling large trailers.
- R** Alignment should offer the users the best views, follow contours, avoid steep topography, and angle across the natural slope to take advantage of natural drainage.
- R** Structures should be made of native materials when feasible (i.e., bridges, benches, retaining walls, erosion-control devices, etc.).
- R** The best available guidelines will be used for specific guidance on drainage (water bars and culverts), trail signing, dimensions, clearing requirements, structures, surface, revegetation, cribbing (retaining walls), switchbacks, base construction, and bridges.
- R** Proper facilities, such as loading, staging and parking areas, signage, potable water sources, and restrooms, will be incorporated into trail designs.

Appendix E

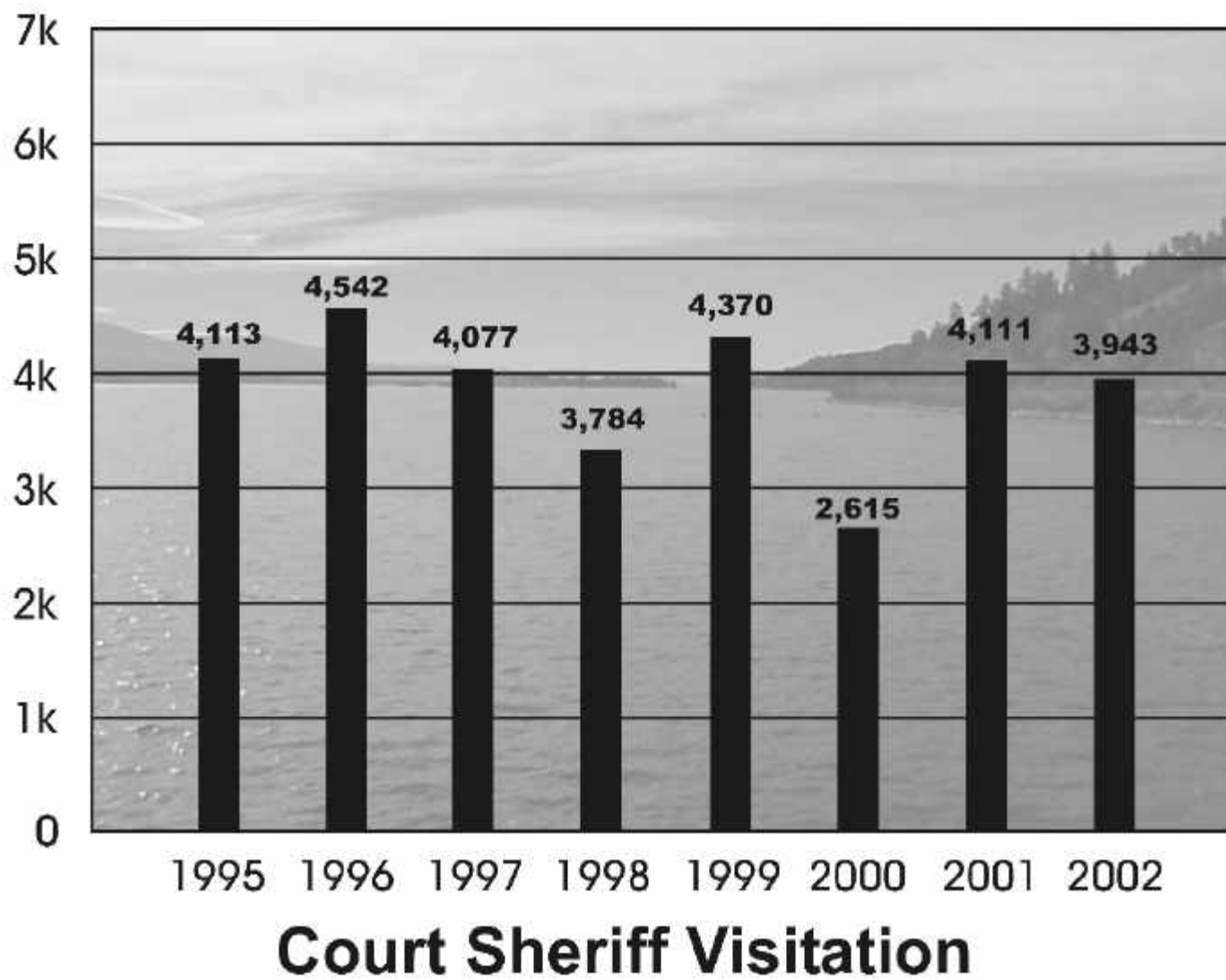


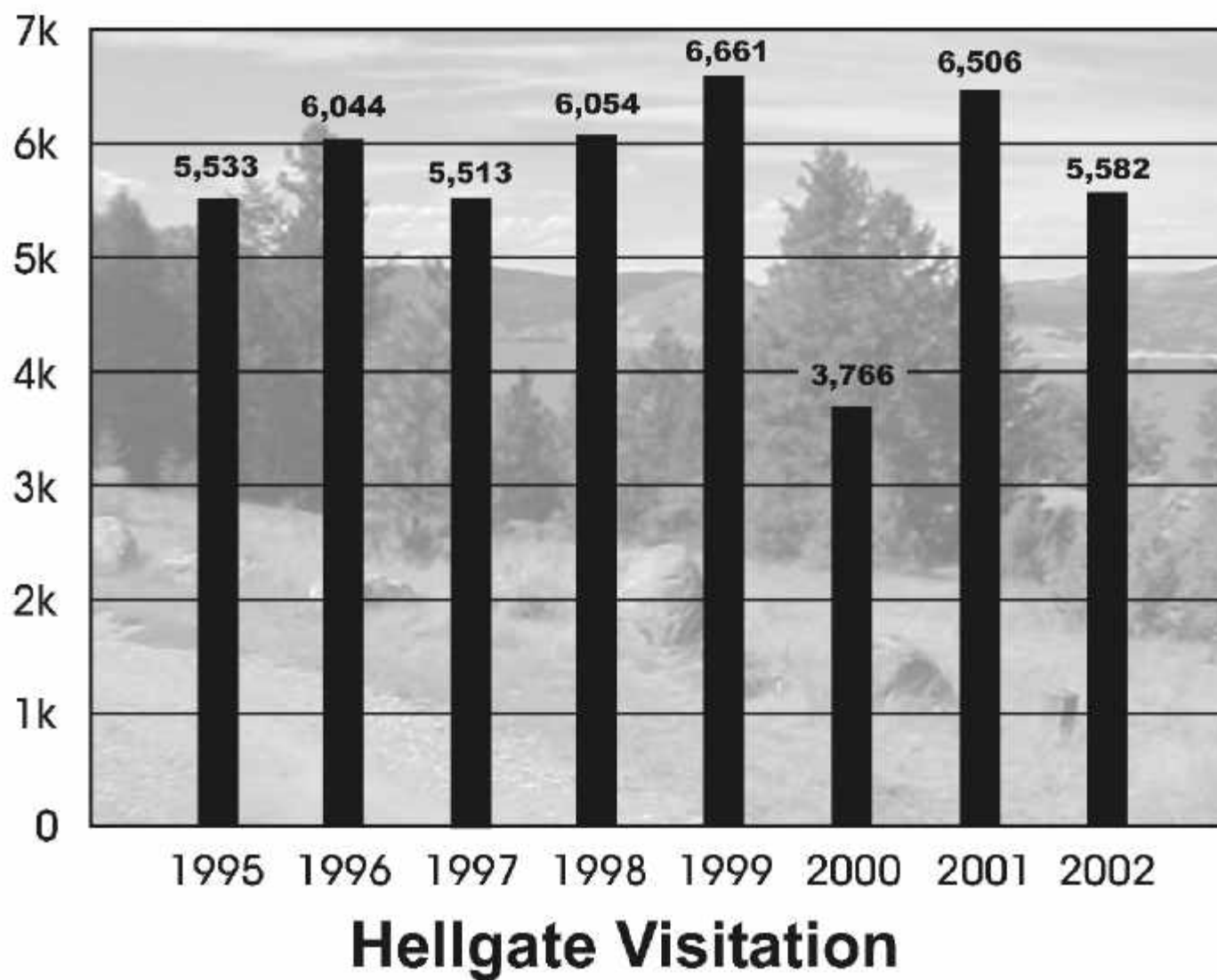
Appendix E

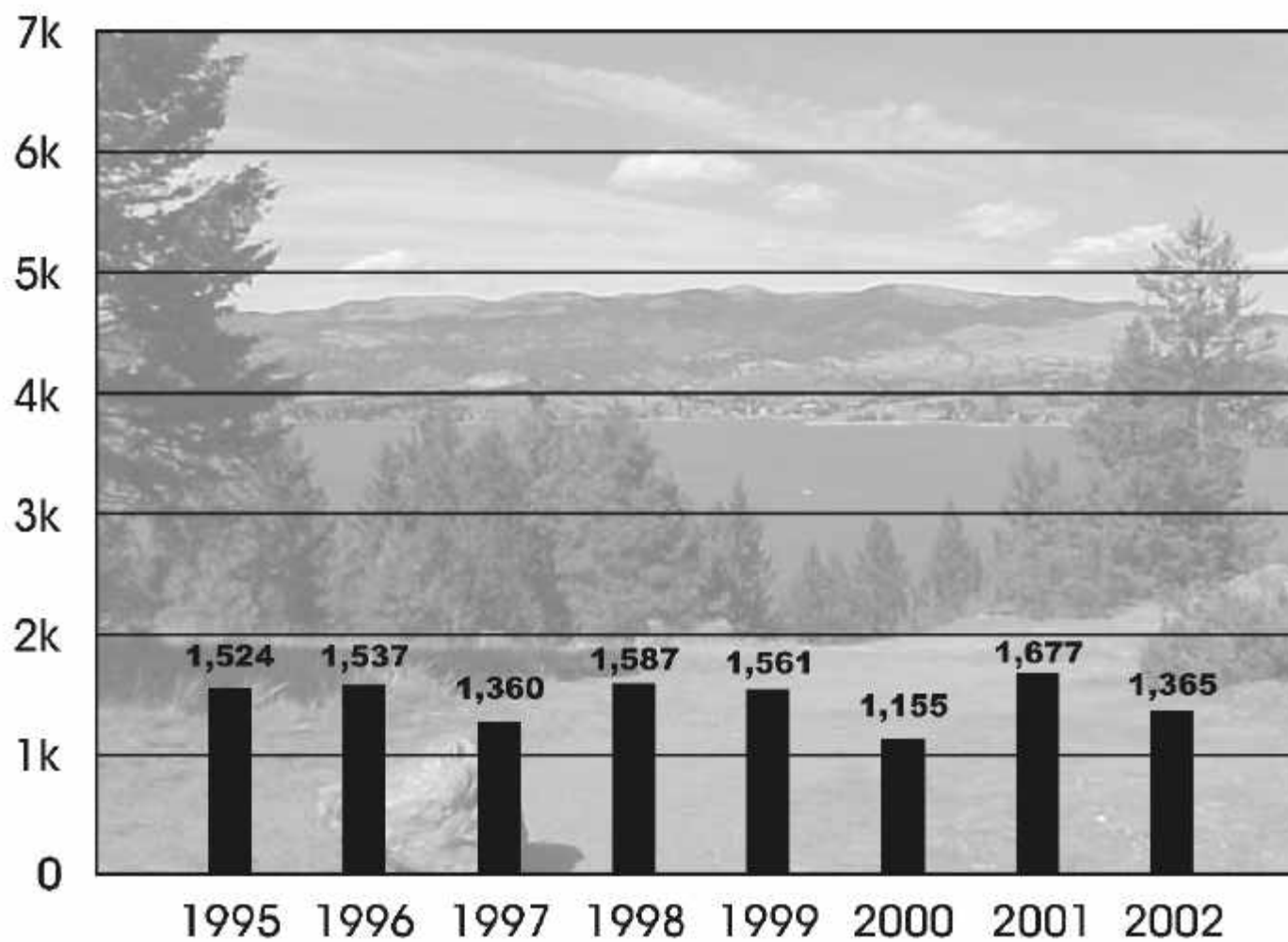
Visitation Data



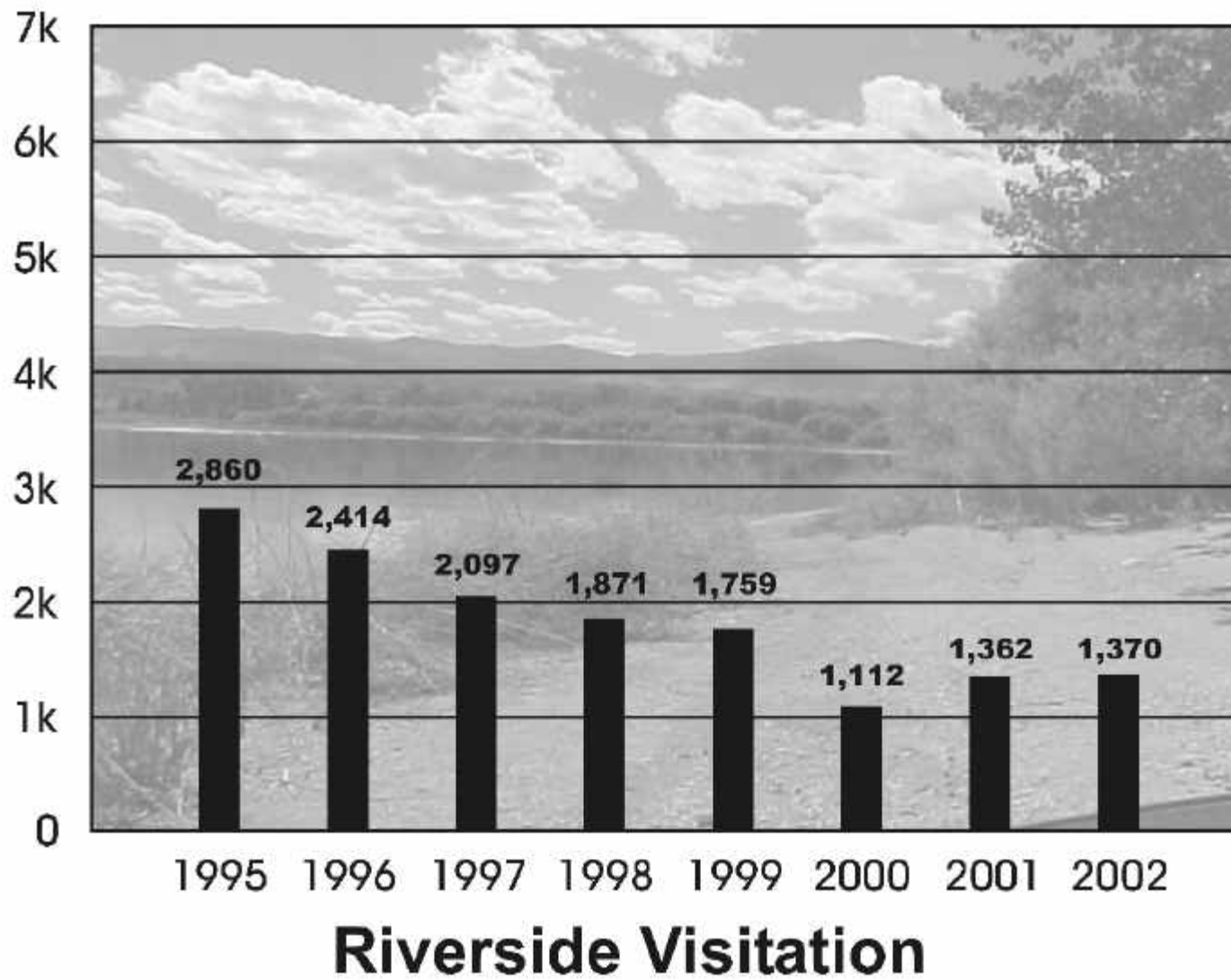
Chinamen's Visitation

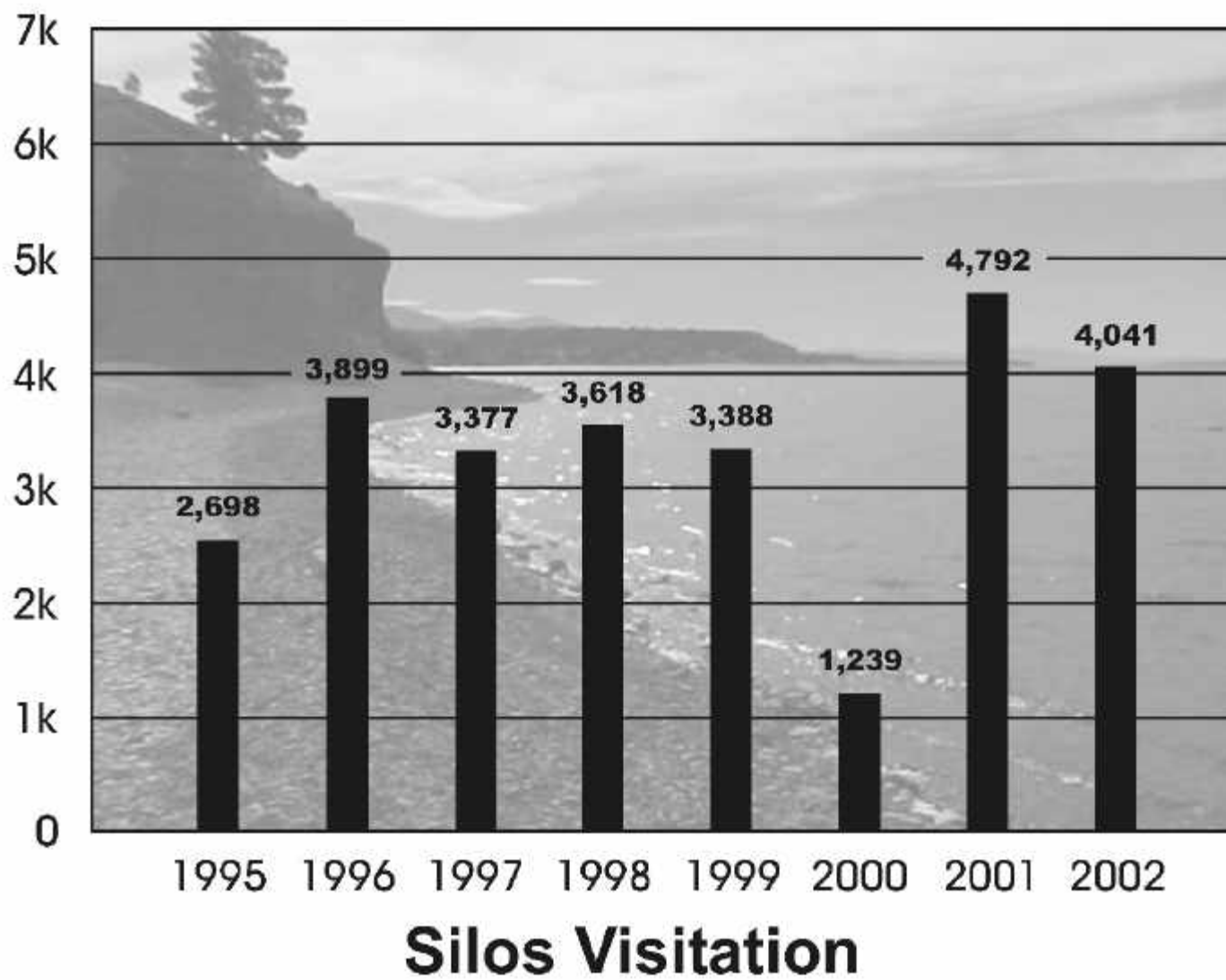


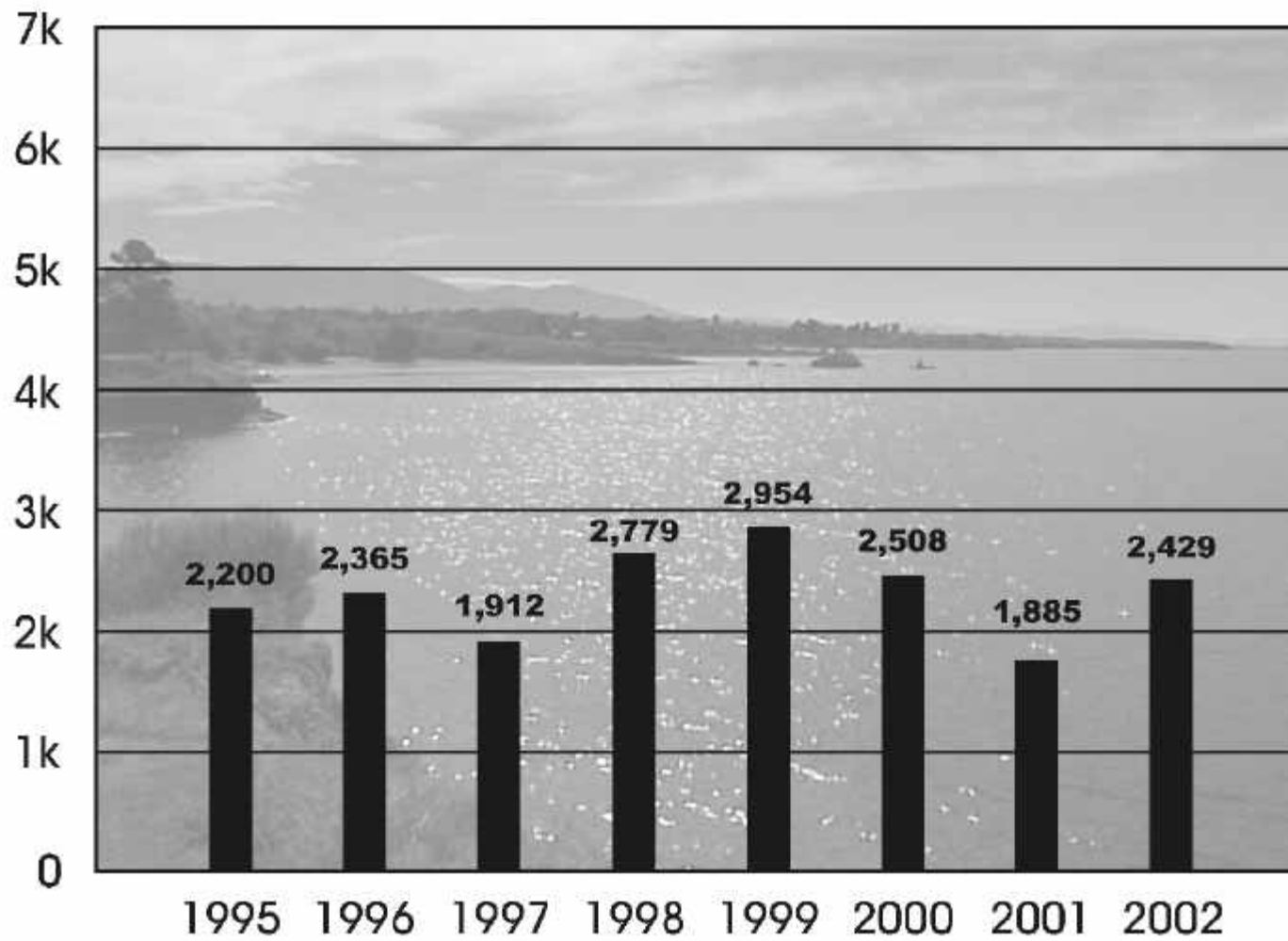




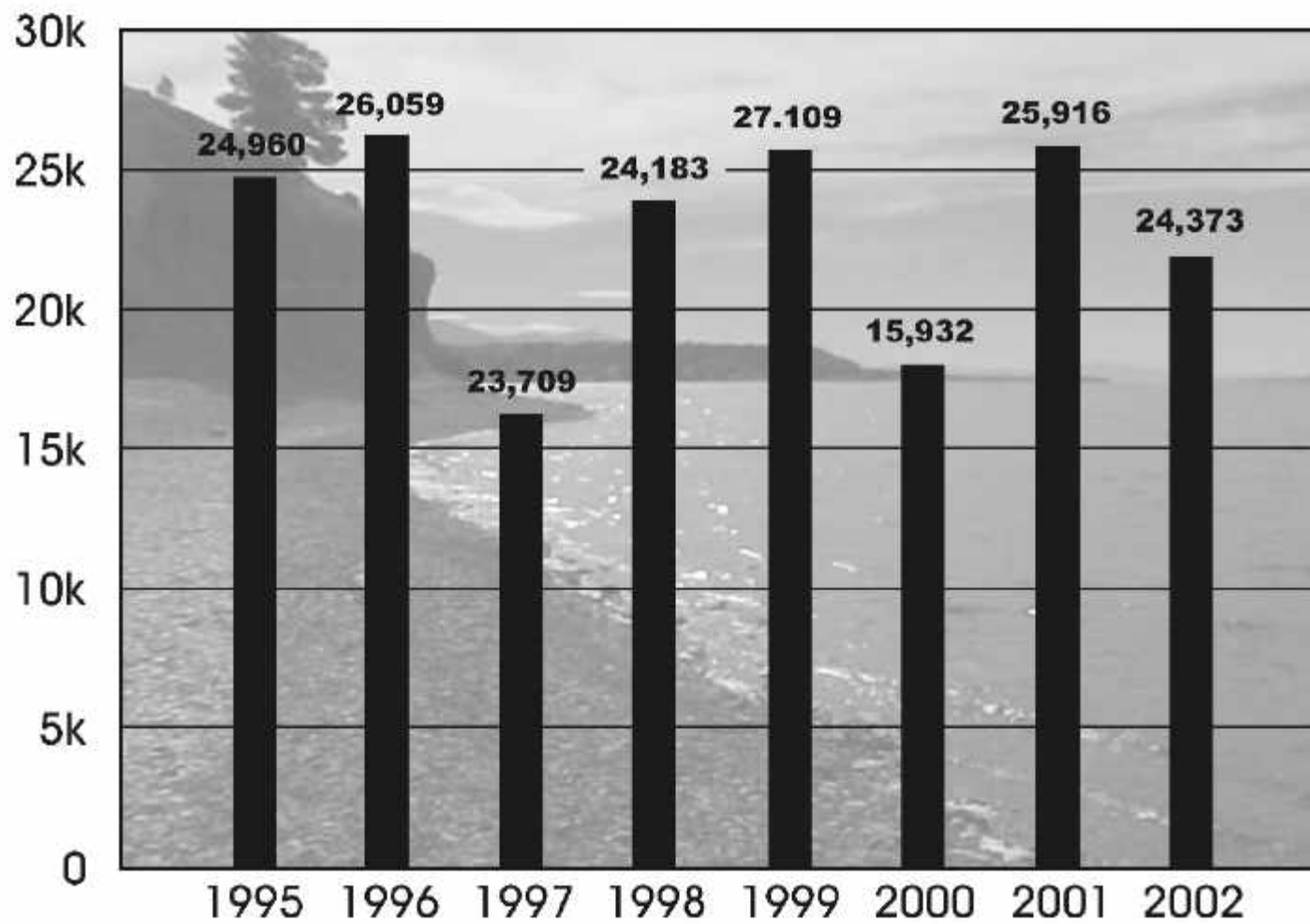
Jo Bonner Visitation



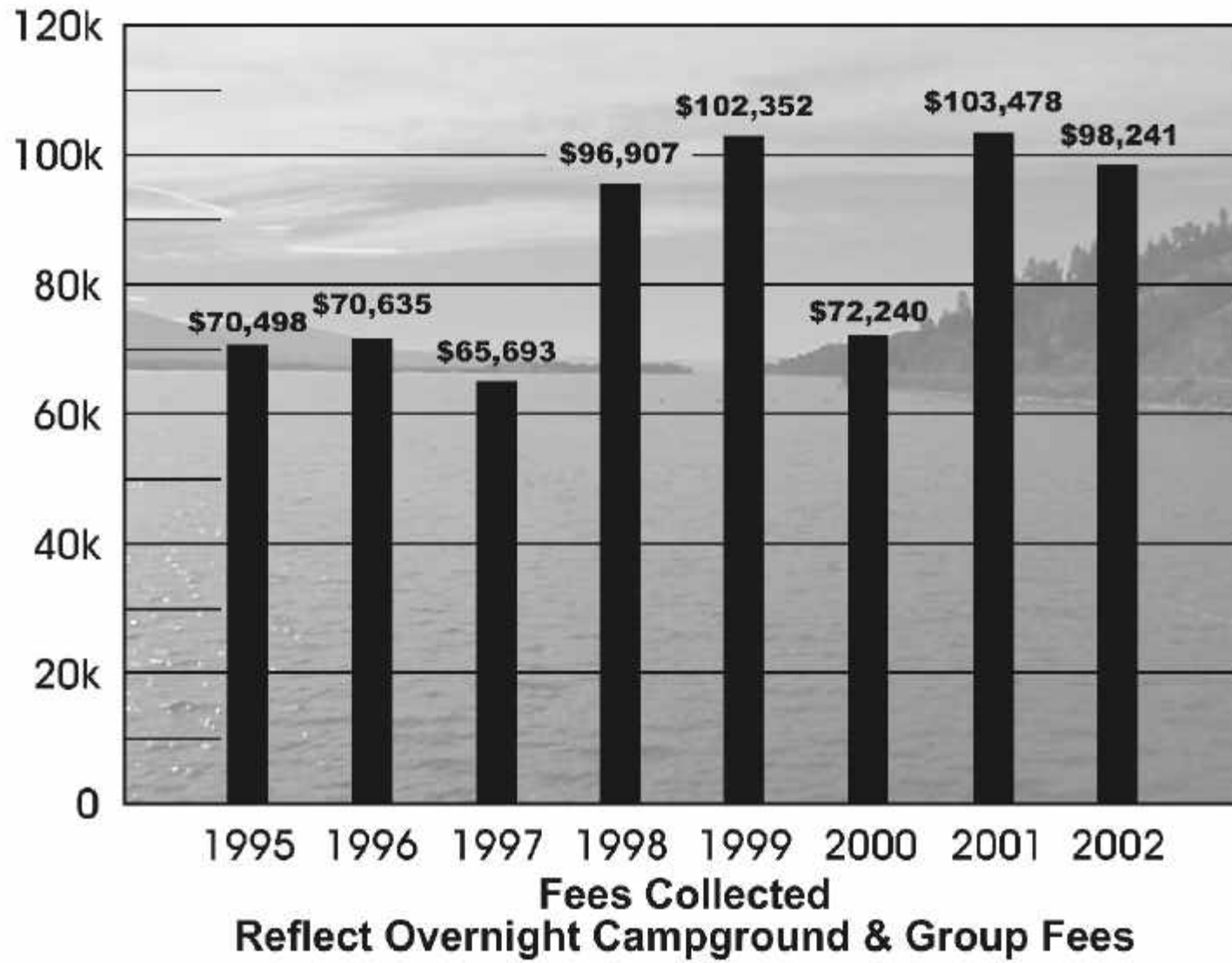


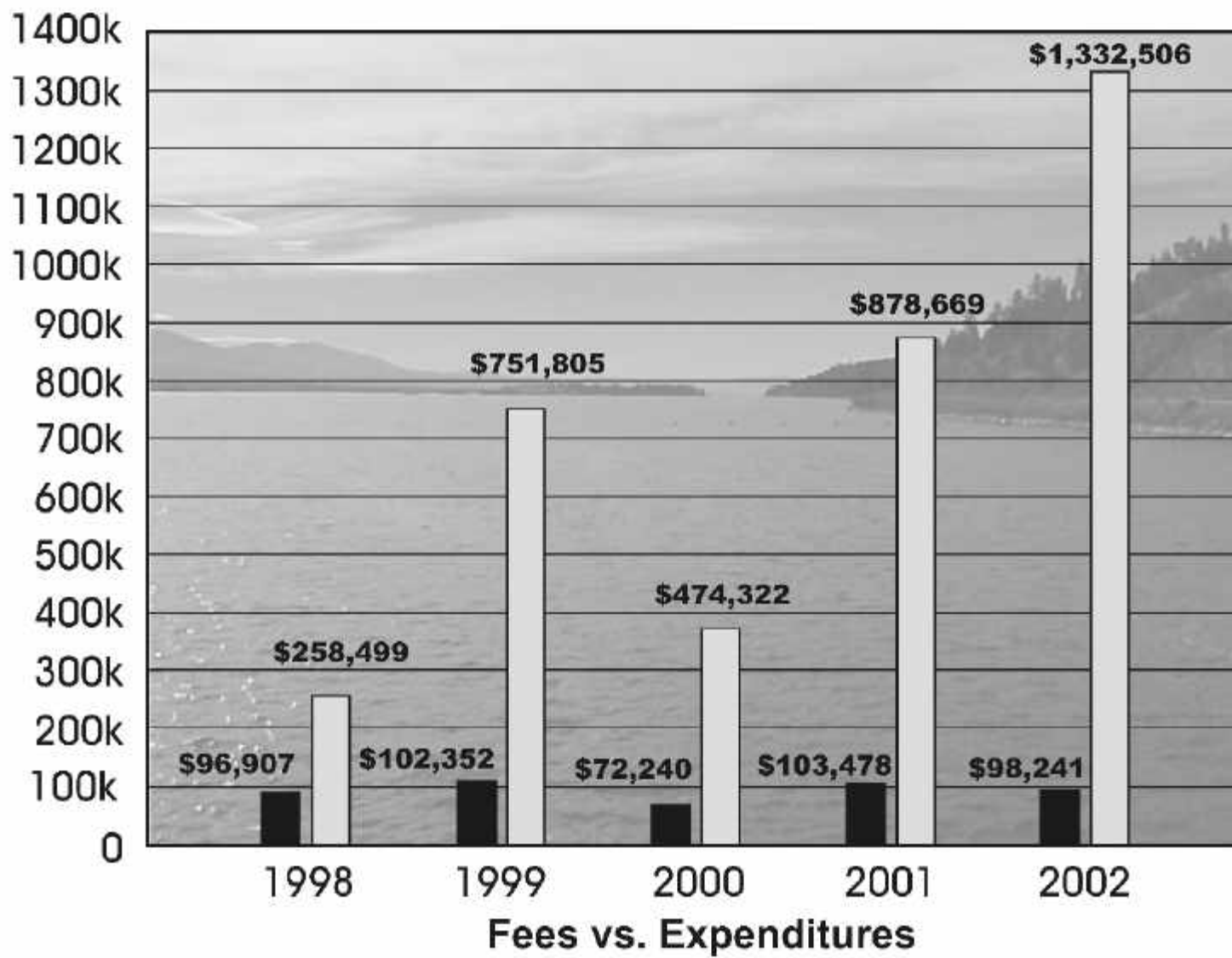


White Earth Visitation



Campground and Group Use Visitation
Does not include day use and visitation to concession areas





Chinamen's

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	353	May 23-31	392	May 17-31	417	May 16-31	230	May 16-31	355	May 19-31	294	May 19-31	324	May 20-31	264
June 1-30	748	June 1-30	752	June 1-30	432	June 1-30	240	June 1-30	502	June 1-30	502	June 1-30	468	June 1-30	523
July 1-31	1,066	July 1-31	1,006	July 1-31	935	July 1-31	978	July 1-31	1,197	July 1-31	920	July 1-31	924	July 1-31	973
Aug 1-31	764	Aug 1-31	738	Aug 1-31	833	Aug 1-31	729	Aug 1-31	839	Aug 1-31	94	Aug 1-31	643	Aug 1-31	631
Sept 1-14	294	Sept 1-15	179	Sept 1-14	116	Sept 1-15	262	Sept 1-12	184	Sept 1-9	82	Sept 1-16	281	Sept 1-14	112
Total	3,225		3,067		2,733		2,439		3,077		1,892		2,640		2,503
										Total of all years 21,576					

NOTE: These figures reflect overnight campers only; day use is not included.

Court Sheriff

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	238	May 23-31	406	May 17-31	433	May 16-31	264	May 16-31	382	May 19-31	443	May 19-31	412	May 20-31	292
June 1-30	893	June 1-30	1,281	June 1-30	831	June 1-30	476	June 1-30	762	June 1-30	938	June 1-30	1,003	June 1-30	813
July 1-31	1,364	July 1-31	1,443	July 1-31	1,404	July 1-31	1,310	July 1-31	1,776	July 1-31	1,033	July 1-31	1,317	July 1-31	1,369
Aug 1-31	1,282	Aug 1-31	1,170	Aug 1-31	1,250	Aug 1-31	1,459	Aug 1-31	1,109	Aug 1-31	148	Aug 1-31	1,095	Aug 1-31	1,281
Sept 1-14	336	Sept 1-15	242	Sept 1-14	159	Sept 1-15	274	Sept 1-12	341	Sept 1-9	53	Sept 1-16	284	Sept 1-14	188
Total	4,113		4,542		4,077		3,784		4,370		2,615		4,111		3,943
										Total of all years 31,555					

NOTE: These figures reflect overnight campers only; day use is not included.

Hellgate

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	629	May 23-31	433	May 17-31	493	May 16-31	680	May 16-31	671	May 19-31	686	May 19-31	705	May 20-21	522
June 1-30	990	June 1-30	1,336	June 1-30	735	June 1-30	504	June 1-30	850	June 1-30	1,202	June 1-30	1,289	June 1-30	1,307
July 1-31	2,035	July 1-31	2,247	July 1-31	2,129	July 1-31	2,268	July 1-31	2,975	July 1-31	1,767	July 1-31	2,094	July 1-31	1,967
Aug 1-31	1,355	Aug 1-31	1,610	Aug 1-31	2,009	Aug 1-31	1,847	Aug 1-31	1,600	Aug 1-31	16	Aug 1-31	1,950	Aug 1-31	1,514
Sept 1-14	524	Sept 1-15	418	Sept 1-14	147	Sept 1-15	755	Sept 1-12	565	Sept 1-9	95	Sept 1-16	468	Sept 1-14	272
Total	5,533		6,044		5,513		6,054		6,661		3,766		6,506		5,582
										Total of all years 45,659					

NOTE: These figures reflect overnight campers only; day use is not included.

Jo Bonner

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	142	May 23-31	90	May 17-31	148	May 16-31	141	May 16-31	182	May 19-31	180	May 19-31	191	May 20-31	138
June 1-30	320	June 1-30	365	June 1-30	189	June 1-30	144	June 1-30	242	June 1-30	286	June 1-30	358	June 1-30	261
July 1-31	515	July 1-31	588	July 1-31	446	July 1-31	595	July 1-31	788	July 1-31	580	July 1-31	424	July 1-31	573
Aug 1-31	441	Aug 1-31	410	Aug 1-31	504	Aug 1-31	475	Aug 1-31	321	Aug 1-31	46	Aug 1-31	606	Aug 1-31	388
Sept 1-14	106	Sept 1-15	84	Sept 1-14	73	Sept 1-15	232	Sept 1-12	128	Sept 1-9	63	Sept 1-16	98	Sept 1-14	41
Total	1,524		1,537		1,360		1,587		1,661		1,155		1,677		1,365
										Total of all years 11,866					

NOTE: These figures reflect overnight campers only; day use is not included.

Riverside

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	184	May 23-31	202	May 17-31	293	May 16-31	259	May 16-31	300	May 19-31	124	May 19-31	113	May 20-31	194
June 1-30	693	June 1-30	741	June 1-30	539	June 1-30	319	June 1-30	350	June 1-30	211	June 1-30	368	June 1-30	374
July 1-31	1,016	July 1-31	694	July 1-31	684	July 1-31	606	July 1-31	574	July 1-31	637	July 1-31	434	July 1-31	478
Aug 1-31	702	Aug 1-31	540	Aug 1-31	483	Aug 1-31	455	Aug 1-31	385	Aug 1-31	84	Aug 1-31	289	Aug 1-31	263
Sept 1-14	265	Sept 1-15	237	Sept 1-14	98	Sept 1-15	232	Sept 1-12	150	Sept 1-9	56	Sept 1-16	158	Sept 1-14	61
Total	2,860		2,414		2,097		1,871		1,759		1,112		1,362		1,370
Total of all years 14,845															

NOTE: These figures reflect overnight campers only; day use is not included.

Silos

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	262	May 23-31	314	May 17-31	278	May 16-31	493	May 16-31	518	May 19-31	172	May 19-31	473	May 20-31	355
June 1-30	416	June 1-30	776	June 1-30	554	June 1-30	489	June 1-30	540	June 1-30	262	June 1-30	1,358	June 1-30	1,394
July 1-31	1,227	July 1-31	1,243	July 1-31	1,159	July 1-31	1,220	July 1-31	1,314	July 1-31	567	July 1-31	1,444	July 1-31	989
Aug 1-31	546	Aug 1-31	1,185	Aug 1-31	1,143	Aug 1-31	929	Aug 1-31	737	Aug 1-31	189	Aug 1-31	1,086	Aug 1-31	1,102
Sept 1-14	247	Sept 1-15	381	Sept 1-14	243	Sept 1-15	487	Sept 1-12	279	Sept 1-9	49	Sept 1-16	431	Sept 1-14	201
Total	2,698		3,899		3,377		3,618		3,388		1,239		4,792		4,041
											Total of all years 27,052				

NOTE: These figures reflect overnight campers only; day use is not included.

White Earth

1995		1996		1997		1998		1999		2000		2001		2002	
Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors	Date	No. of visitors
May 27-31	211	May 23-31	244	May 17-31	107	May 16-31	326	May 16-31	144	May 19-31	639	May 19-31	218	May 20-31	169
June 1-30	580	June 1-30	654	June 1-30	308	June 1-30	535	June 1-30	566	June 1-30	646	June 1-30	451	June 1-30	605
July 1-31	840	July 1-31	636	July 1-31	529	July 1-31	768	July 1-31	1,170	July 1-31	794	July 1-31	517	July 1-31	693
Aug 1-31	375	Aug 1-31	579	Aug 1-31	795	Aug 1-31	789	Aug 1-31	646	Aug 1-31	289	Aug 1-31	425	Aug 1-31	749
Sept 1-14	194	Sept 1-15	252	Sept 1-14	173	Sept 1-15	361	Sept 1-12	428	Sept 1-9	140	Sept 1-16	274	Sept 1-14	213
Total	2,200		2,365		1,912		2,779		2,954		2,508		1,885		2,429
										Total of all years 19,032					

NOTE: These figures reflect overnight campers only; day use is not included.

**Summary visitation table
(Campgrounds)**

Year	Riverside	Court Sheriff	Chinamen's	Jo Bonner	Hellgate	Silos	White Earth	Total
1995	2,860	4,113	3,225	1,524	5,533	2,698	2,200	22,153
1996	2,414	4,542	3,067	1,537	6,044	3,899	2,365	23,868
1997	2,097	4,077	2,733	1,360	5,513	3,377	1,912	21,069
1998	1,871	3,784	2,439	1,587	6,054	3,618	2,779	22,132
1999	1,759	4,370	3,077	1,661	6,661	3,388	2,954	23,870
2000	1,112	2,615	1,892	1,155	3,766	1,239	2,508	14,287
2001	1,362	4,111	2,640	1,677	6,506	4,792	1,885	22,973
2002	1,370	3,943	2,503	1,365	5,582	4,041	2,429	21,233
Total	14,845	31,555	21,576	11,866	45,659	27,052	19,032	171,765

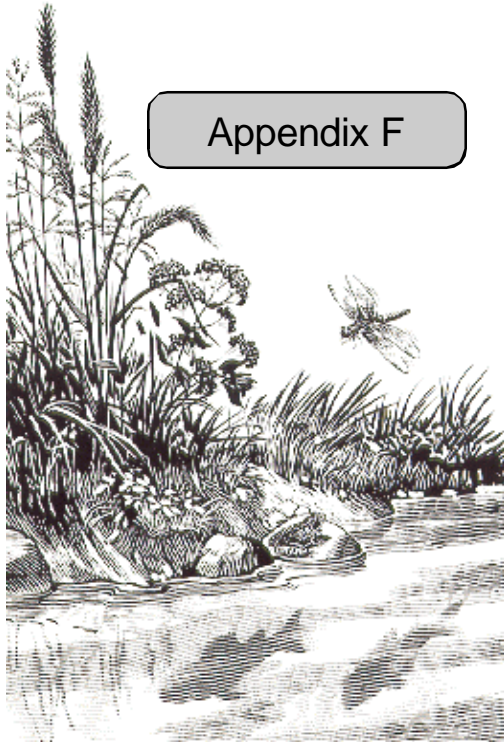
Year	1995	1996	1997	1998	1999	2000	2001	2002	Total fees
	Fees collected	Fees collected	Fees collected	Fees collected	Fees collected	Fees collected	Fees collected	Fees collected	Fees collected
Campgrounds	\$66,535.19	\$67,757.90	\$62,167.74	\$92,750.97	\$97,602.30	\$68,715.15	\$97,740.98	\$93,666.39	\$646,936.62
Group Use	\$3,962.50	\$2,877.50	\$3,525.00	\$4,156.00	\$4,750.00	\$3,525.00	\$5,737.50	\$4,575.00	\$33,108.50
Totals	\$70,497.69	\$70,635.40	\$65,692.74	\$96,906.97	\$102,352.30	\$72,240.15	\$103,478.48	\$98,241.39	\$680,045.12

NOTE: These figures reflect overnight campers and group use only. There are no day-use fees charged.

**Summary visitation table
(Group use)**

Year	1995	1996	1997	1998	1999	2000	2001	2002	Total
Chalet	1,798	1,498	1,486	1,096	1,409	434	1,394	1,830	10,945
Hellgate N	459	317	769	520	590	315	705	595	4,270
Hellgate S			115	67	232	216	402	305	1,337
Silos	410	376	270	398	1,008	680	442	410	3,994
Village Park	140								140
Totals	2,807	2,191	2,640	2,051	3,239	1,645	2,943	3,140	20,686

Appendix F



List of Improvements to Respective Concession Operations

KIM'S MARINA IMPROVEMENTS

Improvements from April 1, 1998 (time of purchase) to August 8, 2001

- R Replacement of 12 dock slips
- R Working on replacement of all dock slips
- R Planted trees with drip system
- R Planted flowers
- R Applied over 450 gallons of paint to main building and outbuildings
- R Painted 90 picnic tables
- R Upgraded electrical on cabins
- R New box spring and mattresses in cabins
- R Re-decorated cabins (new bedding and curtains)
- R New light fixtures in cabins
- R Replaced some of the cabin windows
- R New flooring in bathrooms in cabins
- R Upgraded electrical boxes on many campsites
- R Graveled parking lot
- R Landscaped around cabins

- R Remodeled store to provide bigger gift shop and more seating for customers
- R Espresso bar
- R Concession stand
- R New sheetrock, paint, and trim on conference room
- R Replaced flooring with tile in conference room
- R Shelving in upper pumphouse
- R Purchased new picnic tables for campground
- R Purchased new irrigation pump
- R Purchased two new pumps for water well system
- R Purchased new compressor for ice room
- R Replaced three freezers
- R Purchased 12-person pontoon boat for rental fleet
- R Purchased jet skis for rental fleet
- R Installed basketball hoop in tennis court for customer use
- R Installed handrail to concrete steps to docks
- R Removed approximately 200 tires from property
- R Installed metal protective barriers around propane tanks
- R Installed numbers on trailers
- R Acquired a fire safety vehicle with water pump, hose, and tank
- R Installed signs on main dock for fire safety

GOOSE BAY MARINA IMPROVEMENTS

R Upgraded electrical service to recreational vehicle campsites and permanent trailers

R Plan to install fuel service and a couple of new boat docks (by next spring)

Note: Goose Bay Marina has not made any big capital investments due to operating on 1-year lease extensions for 2 years.

YACHT BASIN MARINA IMPROVEMENTS

1995 – 2000 Installed boat docks for 100 boats—16 to 40 feet

1995 – 1996 Refurbished existing residence building and cabin rentals

1995 – 2001 Cleanup and painting exterior of buildings (ongoing)

1995 – 1998 Removed/disposed of approximately 75 log and foam docks, old fuel dock, etc.

1996 – 1998 Removed old bait house from floating location; relocated on foundation and remodeled to create convenience store and office

1996 – 2000 Constructed and installed wheelchair-friendly gangways to all docks

1999 Brought in temporary rental outhouses and shower facilities

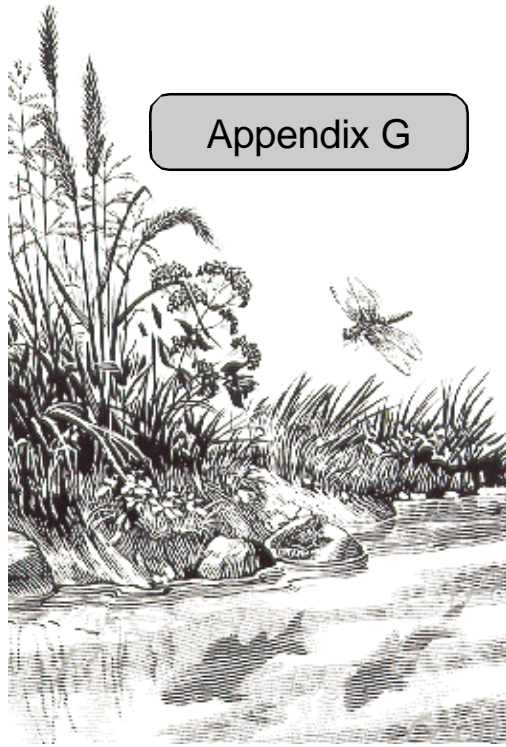
Installed VHF Coast Guard Base Station and created base for Coast Guard Auxiliary patrol operations

1999 – 2000 Brought in rustic camping cabins

2000 Installed new fuel system and fueling dock for on-water service

2001 Repaired and improved boat ramp damaged during 2000 fires

Appendix G

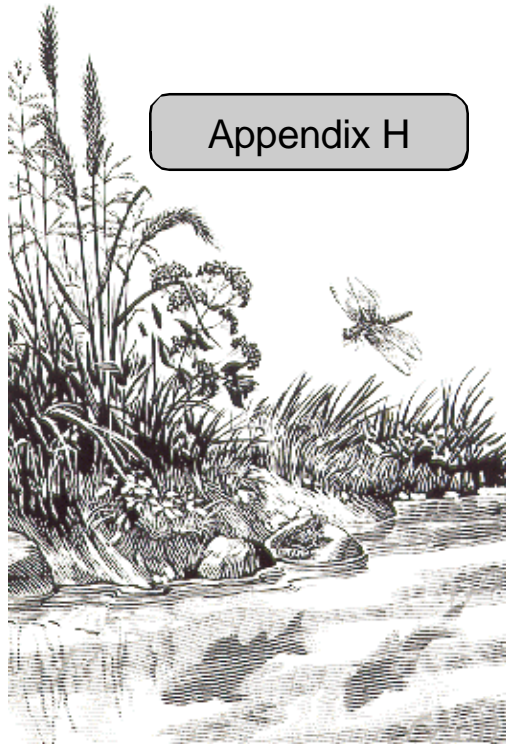


United States Coast Guard Auxiliary Programs and Activities at Canyon Ferry Reservoir

- R** In 1999, the United States Coast Guard Auxiliary (CGAUX), with the assistance of Coast Guard Loran Station Havre, installed a VHF marine radio base station at Yacht Basin Marina. This base station, with a directional di-pole antenna, effectively covers Canyon Ferry all the way to Silos. It is monitored during CGAUX patrols and at most other daylight times by qualified watchstanders. It is hoped that this station will encourage area boaters to install VHF radios in their boats, thereby increasing the CGAUX's ability to assist boaters in distress. The radio base station was especially critical during CGAUX's on-the-water activities during the Canyon Ferry fires. CGAUX and Yacht Basin have held VHF radio classes to educate the boating public on proper use of VHF radios.
- R** In 1998, the CGAUX and the Montana Department of Fish, Wildlife and Parks (MFWP) worked out an arrangement whereby MFWP loaned the CGAUX hand-held radios programmed to communicate with MFWP, Broadwater, and Lewis and Clark County sheriff departments and the Montana Highway Patrol. These radios provide effective communication during large events, emergencies, or disasters, and provide a medium for the CGAUX to contact appropriate agencies should law enforcement be necessary.
- R** The CGAUX, in cooperation with local boating organizations and the National Weather Service (NWS) Regional Forecast Office, is working to establish weather monitoring stations on Canyon Ferry. In 2000, a station was established at Yacht Basin Marina. This station primarily monitors wind speed and direction with a computer link to the NWS Regional Forecast office. The combination of the VHF base station, which includes National Oceanic and Atmospheric Administration's weather channel and Weather Alert and the local wind monitoring stations, allows the CGAUX to relay pertinent weather information to Canyon Ferry boaters. During 2000, several weather alerts (primarily thunderstorm and high wind alerts) and warning were broadcast via the CGAUX's radio system.
- R** The CGAUX has established safe boating literature displays at Yacht Basin, Kim's, and Goose Bay Marinas. This free information display includes State and Federal boating regulations, personal watercraft safety, hypothermia, environmental protection, and other brochures. Auxiliarists check the displays periodically to ensure brochures are available.

- R** Vessel safety checks (VSC) are conducted at all three existing marinas on Canyon Ferry. The VSC program involves checking boats to determine compliance with Federal and State requirements. It is voluntary and, if a boat does not meet the requirements, suggestions are made so the boater can rectify any deficiencies. A boat that meets the checklist criteria is awarded a safety decal.
- R** MFWP, the CGAUX, Boat/U.S., and Healthy Mothers Healthy Babies have established Life Jacket Loaner Stations at all three marinas at Canyon Ferry. Boaters may borrow life jackets at these stations. In addition, the CGAUX vessels carry extra life jackets that may be loaned.
- R** CGAUX conducts patrols of Canyon Ferry Reservoir on most summer weekends and holidays.
- R** Provided rapid response to emergencies.

Appendix H



Partial List of Applicable Laws, Regulations, and Executive Orders

- R The 1968 Architectural Barriers Act (Public Law [P.L.] 90-480)
- R Section 504 of the 1973 Rehabilitation Act (P.L. 93-112)
- R The 1990 Americans with Disabilities Act (P.L. 101-336)
- R The Federal Water Project Recreation Act of 1965 (P.L. 89-72, as amended by Title 28 of P.L. 102-575)
- R The Canyon Ferry Unit of the Pick-Sloan Missouri River Basin Program Act (P.L. 534)
- R American Indian Religious Freedom Act of 1978
- R Archeological Resources Protection Act of 1979, as amended
- R Archeological and Historic Preservation Act of 1974
- R Clean Water Act of 1974, as amended
- R Clean Air Act of 1970, as amended
- R Department of Defense American Indian and Alaska Native Policy, October 20, 1998
- R Endangered Species Act of 1973, as amended
- R Executive Order 12875, Enhancing the Intergovernmental Partnership, October 26, 1983
- R Executive Order 12898, February 11, 1994, Environmental Justice
- R Executive Order 11990, 1977, Protection of Wetlands
- R Executive Order 13007, Indian Sacred Sites, May 24, 1996

- R** Executive Order 13084, Consultation and Coordination with Indian Tribal Governments, May 14, 1998
- R** Fish and Wildlife Coordination Act of 1958, as amended
- R** Indian Trust Assets Policy, July 1993
- R** Migratory Bird Treaty Act of 1918, as amended
- R** National Environmental Policy Act of 1969
- R** National Historic Preservation Act of 1966, as amended
- R** Native American Graves Protection and Repatriation Act of 1990
- R** Presidential Memorandum: Government-to-Government Relations with Native American Tribal Governments, April 29, 1994
- R** Title X, P.L. 105-277, Montana Act, Conveyance of Cabin Sites to Private Ownership, as amended
- R** Concessions Policy LND P02 and Directives and Standards LND 04-01 and 04-02
- R** Recreation Policy LND P04 and Directives and Standards LND 01-01
- R** National Environmental Policy Act ENV P03
- R** Other pertinent Reclamation policy and directives and standards